



Aviation Investigation Final Report

Location:	CROSS CITY, Florida	Accident Number:	ATL97LA097
Date & Time:	July 6, 1997, 11:30 Local	Registration:	N91519
Aircraft:	Ryan NAVION	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the FAA, a witness heard an engine sputtering from an airplane overhead. Seconds later, the witness heard the collision of the airplane with the tree. Upon arriving at the accident site the witness found the airplane wreckage in a cow pasture. The pilot indicated in his report there was a loss of fuel pressure for unknown reasons. The pilot stated that the accident could have been prevented by verifying the fuel quantity prior to takeoff.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight planning that resulted in loss of power in flight due to fuel exhaustion.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) FLUID,FUEL - EXHAUSTION
 2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Factual Information

On July 6, 1997, about 1130 eastern daylight time, a Ryan, Navion, N91519, collided with an oak tree and the ground during an attempted forced landing in a cow pasture, 3 statute miles northeast of Cross City Airport, Cross City, Florida. The flight was being conducted under the provisions of Title 14 CFR Part 91, with no flight plan filed. Visual meteorological conditions prevailed. The pilot and three passengers sustained serious injuries and the airplane sustained substantial damage. The flight originated at Cross City Airport about 1115 hours.

According to the FAA, a witness heard an engine sputtering from an airplane overhead. Seconds later, the witness heard the collision of the airplane with the tree. Upon arriving, at the accident site, the witness found the airplane wreckage in a cow pasture. Examination of the accident site disclosed that the airplane had collided with an oak tree. The examination also revealed that the right wing tip had collided with the ground.

The examination of the airframe, flight controls, and engine assembly found no evidence of a mechanical failure or malfunction. One fuel tank was ruptured with no evidence of fuel or the odor of fuel at the site. The other tank was not ruptured and there was no evidence of fuel.

In the pilot's report of the accident, he stated that was a loss of fuel pressure for unknown reasons. He also stated, the accident could have been prevented by verifying the fuel quantity before takeoff.

Pilot Information

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 13, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	950 hours (Total, all aircraft), 800 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ryan	Registration:	N91519
Model/Series:	NAVION NAVION	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	NAV-4-314
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 5, 1997 Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	E185-9
Registered Owner:	FRANKLIN ENGINEERING LIMITED	Rated Power:	205 Horsepower
Operator:	JAMES W MACFARLANE	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GNV ,152 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	11:50 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, FL (CTY)	Type of Flight Plan Filed:	None
Destination:	MCALPIN , FL (FL10)	Type of Clearance:	None
Departure Time:	11:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	CROSS CITY CTY	Runway Surface Type:	
Airport Elevation:	42 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	3 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Serious	Latitude, Longitude:	29.629922,-83.119071(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	CARL COLEMAN; ANDREW T SCHRADER; ATLANTA , GA
Original Publish Date:	January 7, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3868

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).